

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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KS Boats Of Latest Construction Series

1. On 14 February 1953, officers of the R and KS Division were summoned to a conference at which it was announced that Kapitän Leutnant Helmut Tamm is to take over as Senior Officer of the newly built KS boats delivered from the Yachtwerft, Berlin, in December 1952.
2. Four of these craft [redacted] are at present undergoing acceptance trials at Peenemuende, whilst others of the class are still completing their initial fitting-out at the Peene Werft Wolgast. The acceptance trials of the craft have been impeded by bad weather conditions which have prevented them from putting to sea every day. All of the craft are fitted with D/F gear, D/F calibration under the control of the Seehydrographischerdienst has been carried out between the Islands of Ruegen and Greifswalder Oie. During the course of the trials none of the craft has exceeded a speed of 23 knots.
3. Technical details of the boats are as follows:

(a) Length:	27 m.
(b) Beam:	4.5 m.
(c) Draught forward:	1.5 m.
(d) Draught aft:	1.6 m.
(e) Displacement:	70 tons
(f) Speed:	22.5 knots
(g) Crew:	19 men
(h) Main	3 Junkers of 300 h.p. each
(i) Distance between mast-head and foot:	12 m.
(j) Armament:	1 twin 2 cm. forward, 1 single 2 on aft.

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25 YEAR RE-REVIEW

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4. Starboard side forward is located the captain's and political officer's cabin, with abaft it, the cabin for the engineer officer and executive officer. Between decks in the vicinity of the bridge are located the chart house to starboard and the radio cabin to port.
5. The engine room hatch is located abaft the bridge, with a further hatch to the galley abaft it to the starboard side, and a third hatch to the ship's company living space right aft.
6. A serving hatch is fitted in the bulkhead separating the galley and ship's company living compartment, and the dockhead in this compartment is 1.75 m. high.
7. A watertight door for emergency use only is mounted in the bulkhead separating the galley and engine room. A bosun's store and ammunition store are located right aft, and a further ammunition store for the forward mounting is fitted in the forepeak.
8. The exhaust pipes of the craft are located well aft, and this together with an improved silencer has resulted in a great reduction of noise. The improved exhaust installations have also reduced the tendency for fumes to obscure the vision of these on the bridge.

Trials With New "M" Cipher Machine

During the recent trials of the new KS boats, the communications department have been carrying out tests with the Schlüssel "M" cypher machine for the first time. The settings used on the machine are TOP SECRET and known only to the commanding and political officers. The radio operator is informed of the "setting for the day" only. It has been established that a four-roller setting is in use. The settings are changed at about 1800 daily, and appear to be promulgated to the commanding officers for a month at a time.

Recognition Cartridges

10. The Very's-type recognition cartridges in use by the R & KS Division have been changed since 1 February 1953. Six different types of cartridges produced by the VEB Pyrotechnik in Thuringen are now available. These are believed to incorporate a combination of red, white and green stars.

General Training

11. The training of officers and men in the R & KS Division continues in all specialist departments. Training personnel and commanding officers are being briefed on the forthcoming minesweeping operation, whilst KS boat crews are receiving instruction in coastal defense and patrols.

M.L.R. Boats

12. On completion, the new MLR boats will be transferred to Peenemuende. These craft are to be fitted with a speedlog developed by Askania, Berlin, but it has not, as yet, been established where this equipment is to be installed. It is considered possible that the installation of this equipment may have an adverse effect on the multi-headed hydrophone (Kristalldrehbasisanlage). It is envisaged that the MLR boats will attain a speed of 17 knots with a main engine output of 3,000 h.p. The Diesel Motoren Werke, Rostock, has at last overcome the difficulties of producing main engines for these craft, and the last two diesels required for the series are at present undergoing trials on the test stand.

Night Markings For The River Peene

13. The electrification of the River Peene navigation marks has now been completed and the channel marking dolphins stretching from Ruden to Peenemuende have also been fitted with electric illumination. The navigating of the River Peene from Wolgast to the North can now be carried out at night without great difficulty.

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Personnel Changes:

14. (a) Ober Leutnant Herbert Bauer has taken over command of the R-boat Section from Kapitän Leutnant Werner Elmenhorst.
- (b) The official appointment of Kapitän Leutnant Elmenhorst to Senior Officer of the MLR boat section has not yet been promulgated.
- (c) Oberst Leutnant Henry Schreiber of the R & KS Division, and Ober Leutnant Waldemar Block of the Parow Training School, have been transferred to the Gesellschaft fuer Sport und Technik.

New Degaussing Range

15. The Seehydrographischer Dienst has been carrying out a survey in the Wismar area prior to the establishing of a new degaussing range there. This range will be suitable for ships of all sizes, and the project is under the control of a certain Herr Schroeder (fnu) described as a specialist in the degaussing field, and at present head of a nationalized concern in the neighborhood of Magdeburg.

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